

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 11586** Survey held at **Sunderland** Date, first Survey **January 30th 1877** Last Survey **January 30th 1877**
 on the **Sc. S. "John Liddell"** Master **Wm Watts**

TONNAGE under Tonnage Deck
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.

Built at **Newcastle** When built **1863. 9.**
 Owners **H. Taylor** Port belonging to **London**
 Residence **Agent J. S. Darwick Ryhope office Sunderland**
 By whom built **Mitchell** Destined Voyage **Coasting**
 If Surveyed Afloat or in Dry Dock **Saings Dry Dock**

Length of Poop **14265** ft. Ditto, Forecastle **14265** ft. Ditto, Raised Quarter Deck **14265** ft.
 Last Survey, No. **14265** Port **Sunderland Rdn** Character in Register Book. **85 A 1**
 Classified **85 A 1**

REPAIRS, OR EXAMINATION AS PER RULE **S.S. No. 2. also Damage.** S.S. No. 1. 75

The Vessel placed in Dry Dock, the whole of the ceiling removed, except a small portion in the Starboard Coal Bunker which contained a small quantity of coals; the whole of the iron work inside including the tank tops scraped and Chipped except as above mentioned; the Bottom scraped and topsides cleaned &c, the Patent Windlass overhauled and Repaired, the Chain Cables ranged and examined, and Double Bottoms tested as per Rule, and all other Conditions of the Rule conformed to.

Damage. Caused by striking the Pier when entering the Harbour during a heavy gale knocking two large holes in the Port Bilge & other injuries

sent Condition of the					
Decks	good	Nails Rivets	good	Windlass and Capstan	good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	three
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	from Deck
Planksheers	"	Keelsons	"	Sails	pt seen good
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of 3 B. 15. 1 K. good
Topsides	"	Ceiling	great pt new	Cables	270 fth. 1 1/16 good
Wales	"	Rudder	"	Hawsers and Warps	pt new good
Deck (Bottom) and Counter	"	Copper Blacked When put on	now	Standing & Running Rigging	good
Engine Room Skylights	good	Caulking of		Cargo and Main Hatchways	good
Coal Bunker, Openings, Lids, &c.	good	Bottom, Deck, & Waterways	good	Hatches	good
General Observations, Opinion as to Class, &c.					

She is now in good and efficient condition and fit in my opinion to remain as Classed **Yin. 85 A 1** S.S. No. 2. 75. to sp. 63 and pt beam 75 and 77.

Amount of Entry Fee ... £ 2 : 0 : 0 received by me, } Paid by **Joseph Keen**
 Special ... £ 5 : 5 : 0 187
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)
 Committee's Minute **27th February 1877**
 Character assigned **85 A 1**
 S.S. No. 2-77

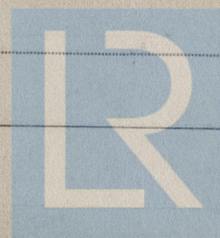
Starboard side, removed 17 indented plates chiefly at the flat and Bilges five of which were renewed and twelve passed through the furnace and riveted; faired the Bulmark plates and otherwise repaired the Bulmarks by renewing two lengths of angles and nearly the whole of the Main Rail, repaired the Toppallant rail and Bulmark aft.

Port side. Scaphed seven new frames at fore end of Bilge, and two lengths of keelson angles in way of same, also seven frames at after end of Bilge and two keelson angles; removed nine plates in the tanks top three of which were renewed also one plate in the Fore Bulkhead; 27 $\frac{1}{2}$ shell plates removed chiefly at flat and Bilge 16 $\frac{1}{2}$ of which were renewed, the remainder passed through the furnace and riveted; faired the Bulmarks and renewed one length of Main Rail.

Renewed about 120 $\frac{1}{2}$ of keel rivets also several started rivets at Bilges and flats, the seams at various parts of the bottom have now been chipped and recoaled; within the tanks the asphalt which has now been removed has been repaired with cement.

The Hatchways are fitted with wood boamings these have been overhauled and repaired and three headledges renewed with American Oak, all the Carlings are renewed also the Hatches; the Rigging overhauled and greater part of running rigging renewed; the major part of the Ceiling renewed; Damage battens are not fitted in this vessel; See Secretary's letter dated 12th April 1875. The Bottom black and the Vessel painted outside and inside. Joseph Keen,

22587 Iron Ships



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Foundation